ent tribunal. They are not ac pting the wages and conditions which employer is attempting abritrarily

ose upon the striking employes. "Under these circumstances it is oregone conclusion that both public lment and Governmental power vice of the carrier, and the new men

Roads Unaware of Strike.

Charles Dilion, Chicago representative f the American Association of Railway Naccutives, said to-night: "The carriers have made adequate ins to maintain their regular train nedules. We can safely say that there will be no interruption in traffic so far as rolling stock is concerned. It will be interesting to know that the so-called nationwide walkout of the shopmen is far from being 100 per cent., as printed reports would have one believe. "There are hundreds of shopmen em-nioned in the Santa Fe shops who have

d the order. The date is too early ignored the order. The date is too early to give out any figures. It probably will be several days before we are able to present the exact number of shopmen who have answered the call for a walkout. To-day was the biggest Saturday in years for the Chicago railroads. If there was a strike we did not know it, and I am sure the public did not, because many of the roads were compelled

nen, who represent about 10 cent, of shop employees and many hom knocked off to-day along with

If the strike goes on the roads aprently intend to turn their shop work to private firms. . me rallways save made a practice of this, and thus on Friday the railway executhis practice to avert a strike. ontinue this practice to avert a strike, is the men struck anyway, it is believed that the railroads will get their epairing done wherever they can until new agreement is made on this point in the strain is ended.

The six unions ordered out to-day vere the carmen, blacksmiths, boiler-allers wheat metal workers, elec-

were the carmen, blacksmiths, boltemakers, sheet metal workers, electricians and machinists. These are the shop crafts. They include the men whom the traveling public sees—those efficient performers in overalls who tap the wheels at every stop of the express train and make sure that danger is not

The other four unions affiliated with the American Federation of Labor are the clerks, freight handlers, signal men and maintenance of way men. Their wages were subjected to the same cut wages were subjected to the same cut-averaging between 10 and 12 per cent— and the same changes in working rules that caused the shopmen to walk out. These four unions have been taking a strike vote, which is not yet tabulated, but a large majority of which is believed to favor a strike. In every case, how-ever, the actual calling of a strike is up to the heads of the unions.

to the heads of the unions.

"These heads do not seem anxious to call out their men. In fact, they are lukewarm. If they strike they might win or they might lose, but on the other hand if they do not strike they can go before the Labor Board again with clean hands and ask for a wage increase, which might be granted in view of the growing revenues of the roads.

Roanok shopmen.

The most important of these four undecided unions is the maintenance of way men. They are largely common laborers and their places could be easily filled. There are more than 200,000 of them. The New York Herald was positively informed to-night that the leaders of the maintenance of way men will not call a strike. The vote is to be in by to-morrow. No matter what it says, the leaders will not order their men out. This announcement may be expected from the headquarters of the maintenance of way union in Detroit within a few days.

Martin F. Ryan, president of the car-

Martin F. Ryan, president of the car-men, the largest unit of the striking shopmen, about 180,000 men, gave his reasons to-night for saying the men buld win. "Every railroad," he said, "will know

to their sorrow before another twenty-four hours has passed that the shop-men are stronger than they figured. Our men are the most essential of all crafts connected with railroad opera-

"The percentage of bad order equipment throughout the entire United States—this means all railroads, short lines as well—is approximately 14 per cent, as against a normal 4 per cent. During the past six weeks I have had requests for 2,000 skilled mechanics from certain railroads to help them get their rolling stock in such shape as not to interfere with their regular train schedules.

Highest Type of Labor.

"Our men represent the highest type of skilled labor And we are the poorest paid of any line of industrial endeavor in the country Just one year ago today the shop crafts were cut 8 cents an hour; to-day another 7 and 9 cents was slashed off, making a total of 15 and 17 cents that has been lopped off within a year. Before this cut the highest wage a skilled mechanic on any railroad was receiving was 77 cents an hour. The new cut brings it down to 65 and 70 cents an hour, to say nothing of the present overtime conditions. If the shopmen had not struck they would have

The strikers walked out peacefully. Disturbances reported were mild. At Beardstown, Ill., four workers who refused to quit were carried out of the shop by strikers. In the Chicago area there are about 100,000 strikers. The railronds reported trains from the West as late for normal reasons and that all trains were leaving Chicago on time.

S. M. Felton, president of the Chicago Great Western and spokesman for the Western roads, said:

"I do not expect the strike to inter-

Pennsylvania Reaches More Wage Agreements

2. That seven rules contained in the decision of the Railroad Labor Board be suspended, including the rule which gives only "time and a hair" for overtime work regularly required to be done on Sundays and holidays.

3. That the wages paid up to to-day be continued.

be continued.

Mr. Jewell was asked if he had burned his bridges behind him as regards the Labor Board. He answered: "Our dealings are now with the railroads. But right now the shopmen are not working either for the roads or the Labor Board." He accused the Labor Board of having passed on only four of more than 100 violations of its decision by the roads. He admitted that back pay and seniority rights had been restored in the four cases. He was asked how he would feel about the possibility of intervention by the Government.

"I can't answer now," he said, "but I don't see why any one should be invited

State Senator Lockwood received many messages at his home in Brooklyn last night from United States Senator William N. Calder, Governor Nathan L. Miller and other Republican party leaders urging him to reconsider his announced determination to retire from politics.

Lockwood, who has been in politics more than nine years and has been a leading figure in the State Legislature, declared he was firm in his decision to cuit public life. "I am in bad physical condition and need a rest," he said. "I want to regain my health and I want to give some attention to my legal pracsome attention to my legal pra

SUN YAT-SEN DEMANDS GEN. CHEN'S SURRENDER Expelled South China Leader Defies Victor.

CANTON, July 1 (Associated Press) .-

COLOMBIAN COMPANY SUES PANAMA CANAL

Wants Lighthouse Property Taken by U. S. in 1917.

Panama, July 1 (Associated Press).

—The Compania de Faros de Colon y
Panama, a Colombian corporation, has
filed suit for ejectment against the
Panama Canal, claiming ownership of
the tract upon which the Tore Point
lighthouse is situated, and demanding
timmediate possession of the land and
the improvements thereon.

A concession held by the company
prior to the creation of the Canal Zone
continued to be recognized by the Pana
ma Government until 1917, when the
American authorities took over the
property. The concessionnaries received
\$59,000 annually up to that time.

"The average increase in purchasing f
power based on weekly earnings of the standard. The car men stand at
the top of the list with an increase of
33 per cent., followed by unskilled via
legistation of the canal Zone
continued to be recognized by the Pana
ma Government until 1917, when the
American authorities took over the
property. The concessionnaries received
\$59,000 annually up to that time.

HOLIDAY TRAVEL HARD HIT BY RAILROAD STRIKE HERE

The Central's Statement. The New York Central issued the

"Executive officials of the New York Central at Grand Central Terminal announced that though the men had today in general quit work in large proportion there was a variation in the effect of the strike order at different points, and it was the confident expectation of the operating officials that trains would be kept moving all along the line, though with some delays. "In New York city, though about fifty men necessary to train operation who

necessary to train operation who employed at Grand Central Ter-

men necessary to train operation who the Government.

"I can't answer now," he said, "but I don't see why any one should be invited into this."

ROANCKE, Va., July 1.—Most of the shormen on the Norfolk and Western Railroad walked out at 10 o'clock this shormen on the Norfolk and Western Railroad walked out at 10 o'clock this moverning, a statement by President N. D. Maher said. "It is too soon to say how many," he added. Mr. Maher said the road expected no interruption or depression in the road expected no interruption of passenger trains. The roaling how many," he added Mr. Maher said the road expected no interruption of passenger trains. The roaling how many, "he added Mr. Maher said the road expected no interruption of passenger trains. The ployees number approximately 5,000 the large of the road expected no interruption of passenger trains. The ployees number approximately 5,000 the large of the road expected no interruption of passenger trains. The ployees number approximately 5,000 the large of the road expected no interruption of passenger trains. The ployees number approximately 5,000 the large of the road expected no interruption of passenger trains. The ployees number approximately 5,000 the large of the road expected no interruption of passenger trains. The real road expected no interruption of passenger trains that the road expected no interruption of passenger trains that the road expected no interruption of passenger trains. The real road expected no interruption of passenger trains that the road expected no interruption of passenger trains. The real road expected no interruption of passenger trains that expected the road expected no interruption of passenger trains that expected the road expected

NEW ENGLAND LINES

n portion of the men had quit and that i more would follow when the night shift came on.

Charles McIntosh, delegate at the Elizabeth shops of the Central Railroad of New Jersey, said last night that the men had voted 98 per cent, to go out and that 2,300 already had done so, with more to follow.

An official statement by the road said, showed that of the 1,538 employees in the classes affected by the walkout order, 408 men had gone out. The statement added that the addition to the strikers' ranks from the second and third shifts was not expected to bring the total to more than one-third.

more to follow.

An official statement from the New York, New Haven and Hartford said that out of a total mechanical force of 6,139 men, all the men on the first shift, or about 2,500, quit at 10 yesterday morning. There were 276 mechanics of various crafts remaining on locations. The New Haven's statement added:

"All points are now being covered by competent men."

"Two headquarters are established for Two headquarters are established for the statement said, "and the pre-holiday service was extremely neavy, many trains running in two sections and some in three. Local service was maintained without a break. There was no disorder at any point."

peal to volunteers to fill the places of the men who have left the service. All volunteers and applicants for employment are requested to present themselves to the employment bureau at room 210 in the railroad office building in Jamaica station."

compared with a 10 per cent increase for the railroad employees.

'The same is true with regard to unskilled labor outside the railroad industry. The National Industrial Conference Board's studies show that the

Out at Albany.

HARDING URGES COAL WAR RAIL WAGE CUTS HIT END IN INTEREST OF PUBLIC

Continued from First Page,
normal natural work period of an American wage earner.

"There has been ingtability of production, attended by a failure of delivery capacity, which had reflex in speculative prices and panicky conditions which encouraged profiteering and menaced our industries and hampered our varied public services.

"Labor has the right to be freed from these recurring anxieties, no matter what the causes are. That freedom must be established.

"The Government has no desire to intrude liself into the field of your activities. It does feel an obligation to see that the common American interest shall not be menaced by a protracted lack of fuel. It prefers that the two freat and associated interests—mine workers and employers—should settle this matter in a frank recognition of the mutuality of your interests. If you cannot do that, then the larger public interest must be asserted in the name of the people, where the common good is the fresh and highest concern.

"I have said that the fundamental problems probably cannot be solved in a furried conference. But this conference might well devise the agency for effecting a solution. This is the purpose of cailing you together—the beginning of a solution. Meanwhile operations ought to be resumed. With diminishing fuel to be resumed. With diminishing fuel to be resumed. With diminishing fuel to be resumed. With diminishing the supplies, with menacing shortages as we turn to winter's approach, with unemployment visiting its hardship youn to the resume activities with commitment to resume

Femory region Reaches

More Wage Agreements

D'HLARDITA Juy L.

Company antonored for crists

Barried between the monatomers

the distance of the same antonored contact

and distance of the same antonored contact

the distance of the same antonored contact

the distance of the same antonored contact

the distance of the same and the same antonored contact

the distance of the same and the sam

"You are admonished to arrive at such understanding with measurable promptness among yourselves! If the adjustment cannot be reached by you alone, Government aid will be available at your joint call. We wish you who heat know the way to solution to reach ner, president District No. 17; Bitt-president District No. 21; Lonnie Jackson, president District No. 23; T. Leo Jones, president District No. 24; ArchHelm, president District No. 25; Joan H. Sprouse, president District No. 29; Samuel Pascoa, president District No. 30. it among yourselves in a manner to command the sanction of American public opinion. Failing in that the ser-vants of the American people will be called to the task in the name of Ameri-

called to the task in the hame of American safety and for the greatest good of all the people,
"Suitable accommodations for your conference await your arrival. By agreement I am able to announce a temporary organization with A. M. Ogle to preside and William Green to be your secretary. I have asked Secretaries to preside and william Green to be your secretary. I have asked Secretaries Fall, Hoover and Davis to be your es-corts and to be of every assistance pos-sible as official hosts to such a company. "Let me remind you that toleration fairness, the spirit of give and take and

sessions and assume full responsibility for such a recommendation, even as I assume the safeguarding of the public interest in asking you to come together. Differences are more often magnified than composed in their parading, and the call of the hour is adjusted differences, with due concern. for the public welfare "I thank you all alike for your response to my invitation, and I express the hope that in the realization of your responsibilities and in an appraisal of your obligations in the face to face and man to man and citizen to citizen content you will find a way to a just content of the presenting president Coal Operators Association; and I express the hope that in the realization of your obligations in the face to face and man to man and citizen to citizen content you will find a way to a just content of the public welfare the presenting pr

Those Present. The following representatives of operators and of the mine workers are in

Workers of America; Phillip Murray, vice-president; William Green, secretary. Representatives of Mine Workers-William Brennan, president District No. 1; John Brophy, president District No. 2; Fagan, president District No. 5;

No. 2: Fagan, president District No. 5: Lee Hall, president District No. 6: Thomas Kennedy, president District No. 7: Christ J. Golden, president District No. 7: Christ J. Golden, president District No. 11: Frank Farrington, president District No. 12: J. H. Morris, president District No. 12: J. H. Morris, president District No. 14: A. J. McGuire, president District No. 15: Francis J. Irum, president District No. 16: C. F. Keeney, president District No. 16: C. F. Keeney, president District No. 17: Bittner, president District No. 21: Lonnie Jackson, president District No. 23: T.

SYRACUME, July 1.—In full accord with the nationwide strike, about 4,500 rall-road shopmen in Syracuse, Dewitt and Minoa walked out 100 per cent, this morning. Impromptu meetings of the strikers were held in the streets and yards in the city and at Dewitt. There is no talk of violence, officials of the New York Central Rallroad announce, that the intermittent service rules under which haggage men have been abolished. The men will receive back pay for that period.

NIAGARA FALLS, July 1.—One hundred men employed as car inspectors and repairers in the New York Central car repair shops here answered the strike apprentic blacksmit men), me makers. Reduce employees the strike apprentic blacksmit men, and it is considered to consider the strike apprentic blacksmit men employed as car inspectors and repairers in the New York Central car makers apprentic blacksmit men employed as car inspectors and repairers in the New York Central car men or considered the strike apprentic blacksmit men or considered the stri

MILLION EMPLOYEES

Slashes Aggregate \$135,000,-000 Annually Added to Reductions Last Year.

NOT AFFECTED

Slicings Range From 1 to 9 Cents an Hour in Wide Variety of Classifications.

CHICAGO, July 1 (Associated Press) .-Wage slashes totalling \$135,000,000 anof the country to-day. There are approximately 1,425,000 railway workers, but probably not more than one million will feel the cut in their pay envelopes.

Three decisions of the United States month and a half form the basis for the wage reductions. Several classes decision has yet been issued for one other group, the telegraphers. The train dispatchers suffered no reduction.

The railway employees were not hit as hard this year as when the board cut the wages of all workers last year a total of \$350,000,000. The cuts ranged from one to mineral the board from one to mineral the property of the cuts of \$100,000,000.

rpokesman for the operators and president of the conference, insisted "I can say absolutely nothins."

John L. Lewis, president of the United Mine Workers, admitted the discussion dwelt on the basis of a further conference and that one probably would be stranged having a larger representation. The conferees will meet again Monday at 2 P. M.

The following table gives the approximate number of railway employes in the group classifications, present figures being compared with those under the Federal Railroad Administration, when the number of workers reached the highest point in history.

1918. 7,000 5,500 136,950 189,900 Yardmasters and assistants Train dispatchers..... Engineers and firemen... Conductors and trainmen... Maintenance of way em-Cher station forces 128,500

Shop mechanics 314,500
Mechanics Helpers 141,250
Telegraphers 77,500
Signal department employees 15,000
Signal department employees 15,000
Marine employees

Operators representatives: Mr. Ogle.
president National Coal Association;
-ames Needam, representing Montana
Coal Operators Association; P. J.
Quealy, president Southern Wyoming
Coal Operators Association; H. N. Taylor, president Southwe-tern Interstate
Coal Operators Association; Daniel C.
McAlpine, president Okiahoma Coal Operators Association; Ira Clemens, president Southwe-tern Interstate
Coal Operators Association; Daniel C.
McAlpine, president Okiahoma Coal Operators Association; Ira Clemens, president Coal Operators Association; Ira Clemens, president

cents an hour, a reduction of seven cents Kansas Coal Operators Association; Edward C. Smith, president Iowa Coal Operators Association; F. S. Pfahler, representing Iowa Coal Operators Association; Rice Miller, president Illinois Coal Operators Association; W. K. Kavanaugh, president Fifth and Ninth Districts Coal Operators Association; H. C. Adama, president Central Illinois Coal Operators Association; E. D. Logsden, Operators Association; E. D. Logsden, vice-president Indiana Bituminous Coal Operators Association; J. B. Pauley, representing Indiana Bituminous Coal Operators Association; Hugh Shirkie,

tact you will find a way to a just concord which the American public may gladly acclaim."

The representatives of miners and operators in the anthracite industry have been considering a proposal to arbitrate their differences, but the president Coal Operators Association of Pennsylvania; T. H. Watkins, president Coal Association of Pennsylvania; forces; clerks with two or more years and parcel room employees, train and angine crew called their differences, but the president Coal Operators Association of Pennsylvania; forces; clerks with two or more years and parcel room employees, train an announcers and parcel room employees, train announcers and gramen.

Now York Central and the Buffalo, Rochester and Pittsburgh railroads, cumbering about 4,000 men, threw down their tools in the roundhouses here at 10 ord ck in response to the strike order inswel from union headquarters. The men went out quietly, no disorders being in evidence. Virtually every man in the shops quit, contrary to the opinion of railroad officials that few would answer the walkout call.

Reduced Four Cents an Hour-Maintenance of way department: Mechanics (exclusive of shop mechanics). Clerical ware and Hudson Company, as these were to realize and plan. Approximately 1,200 than two years, janitors, freight hand-workmen were to report to work Monday morning when these shops are to reopen for a week. They have been operating only on alternate weeks.

Reduced Four Cents an Hour-Maintenance of way department: Mechanics (exclusive of shop mechanics). Clerical to the and two years, janitors, freight hand-workmen were to report to work Monday morning when these shops are to reopen for a week. They have been operating only on alternate weeks.

Reduced Four Cents an Hour-Maintenance of way department: Mechanics (exclusive of shop mechanics). Clerical to the and two years, janitors, freight hand-workmen were to report to work Monday morning when these shops are to reopen for a week. They have been operating only on alternate weeks.

Reduced Four Cents an Hour-Maintenance of way department: Mechanics (exclusive of shop mechanics). Clerical tenance of way department: Mechanics (exclusive of shop mechanics). Reduced Four Cents an Hour-Main-

amidple fown, July 1.—General Managen J. N. Nuelle of the New York, Ontario and Western Railroad issued a cratement this morning declaring that the forty roundhouse employees who quit their jobs this morning at 10 o'clock had forfeited their seniority rights and that forty out in orderly manner.

Dear Jerus, July 1.—Eight hundred shop men employed by contracting firms operating the shops of the Eric Railroad at Port Jerus went on strike this morning. Master mechanic F. E. Wallace said but 100 men remained at work. The walkout was orderly.

Dear Jerus, July 1.—Eight hundred shop men employed by contracting firms operating the shops of the Eric Railroad at Port Jerus went on strike this morning. Master mechanic F. E. Wallace said but 100 men remained at work. The walkout was orderly.

Nagara Falls, July 1.—Contracting the walk-out.

Nagara Falls, July 1.—Contracting the walk-out.

Nagara Falls, July 1.—Contracting the walk-out.

Nagara Falls, July 1.—Contracting that the care supply, plumber, coal wharf, coal chute and fence gang, foremen and assistant foremen, plie drivers, ditching and hoisting enjoyees, ditching and hoisting enjoyees, ditching and hoisting enjoyees, ditching and hoisting enjoyees, ditching and hoisting inspectors, track and common laborers, ditaching and hoisting enjoyees, ditching and hoisting particles.

Common a first their work here. The shops bridge inspectors, track and common laborers, ditching and hoisting enjoyees, ditching and hoisting enjoyees.

Common and very department: Bridge building, painter, construction, macon and concrete, water supply, plumber, coal chute and fence gang, foremen and assistant signal man distants, plie driver, ditching and hoisting enjoyees. ployees.
Reduced Five Cents an Hour-Main-

Reduced Seven Cents an Hour—Shop employees: Machinists, bollerwakers, sheet metal workers, regular and helper apprentices, helpers, electric workers, blacksmiths, carmen (except freight carmen), molders, cupola tenders and core-

Reduced Nine Cents an Hour-Shop

Utica, July 1.—Railroad shopmen, about 400, employed in this city, stopped work this morning. There was no disorder. Trains are running without interference or delay.

"The figures given above must be

the Western roads, said:

"If do not expect the strike to interever with the movement of trains." To
ever with the movement of trains.

"The content of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the land and
all about a fine interest to the precision of the

life to carry the overflow of departing vacationists, who completely filled the capacity of the regular trains.

"Effect of the strike on railway operation generally could not be gauged by the initial descritions from work this morning, it was stated by railroad officers, because the morning brought a maica station."

WAGE FIGURES SHOW compared with a 10 per cent increase for the railroad employees.

Canton, July 1 (Associated Press).—
Unconditional surrender of Chen Chiung-ming and his troops, whom he
branded "rebels," is the only arrangement Sun Yat-sen will make with the
man who overthrew the south China
Government. Sun made this defiant
declaration to the Associated Press correspondent to-day aboard the gunboat
Yuang Fung, on which he has established headquarters near Whampoa.

Under the head "No Justification for
Railroad Strike Because of Wages" the
National Industrial Conference Board
yesterday issued an analysis of railroad wages showing the economic
status of the employers to be 18.7 per
cent. above what it was in 1914. Of
the four classes effected the car men
head the list with increased purchasing
power of 33 per cent. over the 1914 level. Unskilled labor comes next at

some slight delay to New Haven trains in starting from the Grand Central terminal in starting from the device of the colorar from the central terminal in starting from the device of the central terminal in starting from the device of the central terminal termin

Preferred Class of Workers.

level. Unskilled labor comes next at 19 per cent. The study also demonstrates that even with the proposed cuts in effect the railroad employees will still constitute a preferred class of industrial labor. The statement says:

"The average increase in purchasing power based on weekly earnings of the four classes is 18.75 per cent. over the four classes is 18.75 pe